

*The Wever Bypass Excavations: Highway Archaeology Along the Great River Road in Southeast Iowa*

Randall M. Withrow, The Louis Berger Group. 2012. Published by the Iowa Department of Transportation. 26 pages.

This is a story about a highway project near the small town of Wever, Iowa, and an American Indian village that existed at the location prior to the Europeans' arrival. The culture that lived in this village existed in a 10 state region of the Upper Midwest and may have been the ancestors of tribes living in the Midwest when European explorers entered the region.

An archaeological recovery of information from the site was undertaken by the Iowa Department of Transportation because four-lane construction of U.S. 61 could not be accomplished without destroying most of the site. This site proved to be one of the richest archaeological finds in the State of Iowa.

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*“Forging a community with rails: Ames, Iowa Agricultural College, and the Ames & College Railway, 1890-1896”*

By Douglas Biggs, 2012. Appears in *The Annals of Iowa*, Vol. 71, No. 3, Summer 2012.

Douglas Biggs, associate professor of history and associate dean of the College of Natural and Social Sciences at the University of Nebraska-Kearney, recounts the story of the Ames & College Railway, popularly known as “the Dinkey,” in the 1890s. He argues that the Dinkey played a crucial role in linking Iowa Agricultural College and the community of Ames.

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*Motorcycle Conspicuity: What Factors have the Greatest Impact, Final Report*

By Mohammad Saad Shaheed, Konsantina Gkritza, and Dawn Marshall. Published by the Institute for Transportation, Iowa State University, 2012.

The objective of this project was to determine the effect of headlight configuration (daytime running lights, high beam, modulating) and rider color (bright yellow, blue denim, and black torso and helmet) on the conspicuity of a motorcycle to a driver of a passenger vehicle in a simulated environment.

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